

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERSEAS TRADING REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1906.
Complete Edition ... \$10.00
Small ... 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Bookellers

No. 15,199. 號九十九百一十五萬一第 日四十月一十年二十三緒光 HONGKONG, SATURDAY, DECEMBER 29th, 1906. 大拜禮 號九十二月二十年六零百九千一英港香 PRICE, \$3 PER MONTH.

WE HAVE JUST RECEIVED A FRESH SHIPMENT
OF
**JOHN COTTON'S
FINEST SMOKING
MIXTURE**
Nos. 1 & 2,
(MEDIUM)

**A. S. WATSON & CO.,
LIMITED.**
CIGAR DEALERS & TOBACCONISTS.
ESTABLISHED A.D. 1841. [a1180]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$4.50 per cask ex Factory.
In Bags 250 lbs. net \$2.70 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 3rd October, 1906. [a2244]

KWONG TAI LOY.
TAN FURNITURE, BAMBOO BLINDS,
TIENTSIN CARPETS,
JAPANESE AND SHANGHAI SUN BLINDS,
MATTING of all Colours and
JAPANESE GOODS of all Descriptions.
No. 16, QUEEN'S ROAD CENTRAL,
HONGKONG. [a1168]

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Casks of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily. Sunday
excepted to receive and deliver perishable goods.
Wm. FARLANE, Manager.
Hongkong, 18th November, 1901. [a47]

CLEARANCE SALE.
AT CHEAPEST PRICES
SILVER WARE AND TOYS,
JAPANESE TEA SETS,
LACQUERED WARE,
and
CHINESE PORCELAIN WARE,
&c., &c.,
KANG LEE,
No. 4, Queen's Road Central,
Opposite Consang Hotel.
Hongkong, 13th December, 1906. [a2297]

A. LING & CO.
FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c., and POOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL,
Hongkong, 21st September, 1906. [a2051]

PURE FRESH WATER.
THE HONGKONG STEAM WATER
BOAT CO., LTD., is prepared to supply
any Quantity of PURE FRESH WATER
to the Shipping, both for Deck and
Boilers.
Call Flag—W.
J. W. KEW,
Manager,
Hotel Mansions, 3rd Floor.
Hongkong, 8th August, 1905. 2264

**HONGKONG HIGH-LEVEL TRAN
WAYS COMPANY, LIMITED.**
In Liquidation.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 10 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.00 p.m. to 9.00 p.m. ... Every 10 minutes.
9.00 p.m. to 9.45 p.m. ... Every 15 minutes.
9.45 p.m. to 11.15 p.m. ... Every 15 minutes.
Extra cars at 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 10.30 a.m. ... Every 10 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 10 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.00 p.m. to 9.00 p.m. ... Every 10 minutes.
9.00 p.m. to 9.45 p.m. ... Every 15 minutes.
9.45 p.m. to 11.15 p.m. ... Every 15 minutes.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Building, Des Voeux
Road Central.
JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 27th August, 1906. [a1824]

DENTAL SURGEON,
G. DE PERINDORGE.
DIPLOMA: PARIS.
LATEST IMPROVEMENTS, INCLUDING
PORCELAIN FILLINGS.
3rd Floor, HOTEL MANSIONS,
PEDDER STREET.
[a2218]

HIRANO.
THE LEADING MINERAL WATER OF THE EAST.
THE HIRANO MINERAL WATER CO., LD. KOBE.
AGENTS: F. BLACKHEAD & CO.
Hongkong, 16th August, 1905. [1888]

LANE, CRAWFORD & CO.
USEFUL PRESENTS.
FOR LADIES:
FITTED DRESSING BAGS, FEATHER BOAS,
SILK BLOUSES, LACE COLLARS, UMBRELLAS, &c.
FOR GENTLEMEN:
DRESSING GOWNS, SMOKING JACKETS, SILK
MUFFLERS, WALKING STICKS, FITTED SUIT
CASES, FITTED DRESSING BAGS, PIPES, CIGAR
AND CIGARETTE TUBES, &c.

LANE, CRAWFORD & CO.
Hongkong, 17th December, 1906. [a33]
**THE
LAHMEYER ELECTRICAL CO. LD.**
LONDON.
**THE
FELTEN & GUILLAUME-LAHMEYER WERKE**
FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to **SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [a48a]

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

BRANDY	****	Per Case	\$21.50
"	***	"	19.00
"	**	"	16.00
WHISKY, PALL MALL		"	19.00
"		JOHN WALKER & SONS'	12.00
"		OLD HIGHLAND-	
"		G. P. & CO.'S SPECIAL	
"		BLEND	10.00
PORT WINE, INVALIDS		"	19.00
"		DOURO	13.00
SHERRY, AMOROSO		"	19.00
"		LA TORRE	15.25
BENEDICTINE, D.O.M.		"	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.
HONGKONG AGENTS. [a1a]

**"HONGKONG DAILY PRESS"
PUBLICATIONS.**

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00 Do. Small Edition ... 6.00 DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA ... 0.60 CHILDREN OF THE CATHAY: A Social and Political Novel, by C. J. Halcombe ... 3.50 THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebra- tions in 1891 ... 1.00 THE HONGKONG TYPHOON, Sept. 18th, Illustrated Account ... 0.50 TEMPORARY MINING REGULA- TIONS IN CHINA ... 0.50 REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ... 0.50 HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Pub- lished Annually ... 4.00 MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column ... 1.00 WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Foster ... 1.00 POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA ... 0.25	TRADE MARK REGULATIONS IN CHINA ... 0.25 FROM HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illus- trations ... 1.90 HONGKONG WEEKLY PRESS, half yearly vol. bound ... 7.50 FIFTY YEARS ANGLICAN-CHINESE CALENDAR, 1884 to 1913 ... 2.00 RATES OF EXCHANGE AT HONGKONG, English Mail days 1874 to 1904 ... 2.00 BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1905 ... 1.00 CALLED OUT: The Story of Wang's Daughter, an Anglo-Chinese, Ro- manco, by Chas. E. H. Halcombe ... 2.00 FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Crusade of H.M.S. Terrible) ... 1.00 SKETCHES OF THE WEST RIVER ... 0.25 PLAN OF VICTORIA ... 1.00 " " KOWLOON ... 0.75 " " PEAK ... 0.75 " " NEW TERRITORY ... 0.75 " " CANTON ... 0.50 POWER OF ATTORNEY FORM ... 0.25
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JOHN ROBERTS & COMPANY, LTD.
BILLIARD TABLE MAKERS,
BOMBAY.
UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design
No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels to
Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy
solid fashion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates,
best Whippoor Pocket, Six Chalk Cups, Superfine West of England Cloth, and patent adjusting
tees, with lever for levelling, complete with the following accessories:—
12 Selected Ash Cues.
1 Butt Rest with Patent Brass Head.
1 Billiard Rest with Patent Brass Head.
1 Long Butt.
1 Mid Butt.
1 Billiard Marking Board.
1 Dual Cover for Table.
Straightedges and 1 Circle.
1 Best Spirit Level.
1 Smoothing Iron with Shoe.
1 Wall Cue Rack.
1 Wall Butt Rack.
1 Set Billiard Balls, Framed
1 Best Billiard Brush
1 Box Best Cue Tips, assorted.
1 Cue Tip Fastener with File.
1 Bottle Cue Cement.
1 Box Silk Spots.
1 Dozen Best White Chalk.
Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of
Rs. 1,400 nett.
Illustrated price lists giving prices and particulars of everything pertaining to billiards
can be had on application from the Offices of this paper.
Hongkong, 1st April, 1904. [798-1]

**MACKIE'S
WHITE HORSE CELLAR**
THE UNRIVALLED SCOTCH WHISKY
\$13.00 PER DOZEN.
LANE, CRAWFORD & CO.
SOLE AGENTS.

JAPAN COALS.
**mitsui BUSSAN KAISHA
(MITSUI & CO.)**
HEAD OFFICE—1, BUNDOU-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, [Ice House Street].
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bremen, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chinnampo, Yokohama, Yokosuka,
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chinotsu, Basseo, Maiduru Miike, Hakodate, Taipei, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
Steamers.
SOLE IMPORTERS of the Famous Mito, Tsurumi, Yamato and Ida Coal Mines and
SOLE AGENTS for Hokkaido, Hirodo, Kure, Fukuoka, Minami, Mannoura, Onoura,
Gusuji, Sasabara Taketake, Yoshinotsu, Yoshio, Yunkihara, and other Coals.
S. TANAKA, Manager, Hongkong.

**CHAMPAGNES,
SHERRIES,
PORTS,
MARSALAS AND MADEIRAS,
CLARETS,
BURGUINDIES,
MOCKS AND MOSELLES,
BRANDIES,
WHISKIES,
GIN,
LIQUEURS,
BITTERS,
ALES, BEERS AND STOUTS.**
[a34]

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.
Hongkong, 19th December, 1906. [a34]

W. BREWER & CO.
PEDDER STREET.
(ADJOINING MAIN ENTRANCE HONGKONG HOTEL.)

After Worcester Fight, Illustrated, by Fos ... 7.50 In Search of Eldorado, by A. Macdonald ... 3.50 Vacation Days in Hawaii and Japan, by Taylor, 100 Illustrations ... 5.00 From Midshipman to Field-Marshal Sir Evelyn Wood ... 9.25 The Complete Photographer ... 7.50 Deeds that won the Empire, by Fitchett ... 1.75 Fights for the Flag, by Fitchett ... 1.75 Cruise of the Dasher, by Jack London ... 2.25 Euchanan's Wife, by Justin Miles ... 1.75 Roman ... 1.75 A Lady of Rome, by Marian Crawford ... 1.75 The Dream and the Business, by Oliver Hobbes ... 1.75 A Russian Coward, by Wishaw ... 1.75 The Whip Hand, by Koble Howard ... 1.75 The Nations Pictures, Parts 1, 2, 3, ready, each 0.50	A LARGE STOCK OF BOOKS FOR BOYS AND GIRLS OF ALL AGES. 1907, AYRES AND SLAZENGER'S TENNIS BALLS Just Landed. PELICAN & ATLAS FOUNTAIN PENS. DRAFT BOARDS, DRAFT COMPEN- DIUMS, CHESS, DOMINOES, PLAYING CARDS, &c. LUDO, HALMA. CHATELAIN PURSE BAGS. BLOTTING BOOKS, WRITING CASES. NEW STOCK EGYPTIAN CIGARETTES (Best Quality); Also NEW GARRICK, THREE CASTLES, &c. [a32]
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SIEN TING.
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [1769]

DR. M. H. CHAUN.
THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, Des Voeux Road Central.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1906. [1874]

INSURANCE
THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825.)
Funds nearly
£11,000,000.
BEFORE assuring elsewhere compare the
Standard's rates with those of other
Companies.
DODWELL & CO., LD.,
Agents.
[a1348-1]

HOTELS
HONGKONG HOTEL
—FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons
103 Bedrooms
Elegantly Furnished Reception Rooms
Private Bar and Billiard Rooms for Hotel
Residents
Hydraulic Lifts to each Floor
Electric Lighting and Fans
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matron in attendance
CHARGES MODERATE, AND NO EXTRAS.
H. HAYNES, Manager.
[a166]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1906. [a166]

NOTICE.
NEW KINGSCLERE will be Opened as
a PRIVATE HOTEL on December
1st. Plans of the above House together
with all Particulars can be seen any day be-
tween 2 P.M. and 7 P.M. on and after the 22nd
instant.
Apply—Mrs. G. SACHSE,
c/o George's House,
Hongkong, 15th October, 1906. [a1917]

"BOA VISTA"
**HOTEL-SANITARIUM OF SOUTH
CHINA,
MACAO,**
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. Honam) daily to and from
Hongkong, and two steamers to and from Can-
ton, give easy communication with both these
centres.
Cable Address—"BOA VISTA."
For Terms, apply
a2201 THE MANAGER.

VICTORIA HOTEL.
SHAMSEEN-CANTON.
On the British Concession.

MACAO HOTEL.
MACAO, CHINA.
In the Centre of the Praya Grande.
Both Hotels under experienced European
Management.
Every Comfort and Convenience for Resident
and Tourists.
a2201 WM. FARMER,
Proprietor.

FRENCH LESSONS.
FRENCH TAUGHT entirely by Con-
versation and without translation by a
Frenchman (a Teacher in Government Schools)
and ENGLISH LESSONS by an English
Lady.
Apply by letter to—B. R.,
Care of "Daily Press" Office.
Hongkong, 13th November, 1906. [a2069]

BEKANNTMACHUNG.
Die seitlichen Verordentlichungen des
Konsulats Pakhot-Holow werden im
Jahr 1907 durch den "OSTASIATISCHEN
LOYD" und "THE HONGKONG DAILY PRESS"
erfolgen.
Pakhot, 12. December 1906.
DER KAISERLICH DEUTSCHE
KONSUL.
H. VON VASCHMIN.
[a2296]

ON SALE
BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June
1906. With Index. Price \$7.50.
On sale at the Hongkong Daily Press Office
Hongkong 27th July, 1906

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters This Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lieber.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

BASEBALL.

THE FINALS OF THE BASEBALL COMPETITIONS for the Crown of the American Fleet will be played on MONDAY, 31st inst., at 3 p.m., on the Hongkong Football Ground. The Final of the Competition between Officers of the Combined Fleet and the Hongkong Baseball Team will be played on NEW YEAR'S DAY, at 3 p.m., on the Hongkong Football Ground, by courtesy of the Hongkong Football Club. The Public are cordially invited.

Hongkong, 29th December, 1906. [2360]

NOTICE.

THE DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA will hold its THIRTY-FIRST ANNUAL MEETING THIS EVENING at Masonic Hall, at 8.30 for 9 o'clock.

All Master Masons are invited to attend.

A. O. G. E. D. G. Secretary.

Hongkong, 29th December, 1906. [2361]

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH COMPANY, LIMITED.

NOTICE.

HAVING been requested by the IMPERIAL CHINESE TELEGRAPH ADMINISTRATION to REFUSE ACCEPTANCE of Telegrams for WIRBALLEN from 1st JANUARY, 1907, whenever such messages appear to be destined for retransmission to other places in Europe, in circumstances at the time existing between China and Russia, the Company HEREBY NOTIFY members that their public stations are instructed accordingly. Should such Telegrams nevertheless be inadvertently accepted, they are liable to be STOPPED at any transmitting station in China or Russia.

A. B. SKOTLOWE, Superintendent.

Hongkong, 29th December, 1906. [2362]

Action No. 1782 of 1906, IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

Between CHU LIN YUEN Plaintiff, and LI CHUNG U Defendant.

NOTICE IS HEREBY GIVEN that a writ of Foreign Attachment returnable on the 11th day of January, 1907, against all the property movable and immovable of the above-named Defendant has been issued in this action pursuant to section 453 of the Hongkong Code of Civil Procedure.

Dated this 27th day of December, 1906.

DEACON, LOOKER & DEACON, Solicitors for the Plaintiff.

2363

MINSTREL ENTERTAINMENT.

UNDER the Distinguished Patronage of H.E. the Officer Administering the Government, the U.S.S. "PENNSYLVANIA."

VAUDEVILLE AND MINSTREL TROUPE.

through the kindness of the Captain and Officers of the Ship, and by permission of Admiral W. H. B. Dawson, has been secured for a Performance at

THE THEATRE ROYAL

ON

TUESDAY, JANUARY 1st, at 9.15 P.M.

LATEST POPULAR SONGS

SHIP'S ORCHESTRA

STRIKING COSTUME

BUCK AND WING DANCING

A Strictly First Class Performance.

Tickets—\$3, \$2 and \$1.

Booking at Messrs S. Moutrie & Co., Chater Road.

Proceeds to be given to the Young Men's Christian Association.

Hongkong, 29th December, 1906. [2364]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Port on THURSDAY, the 3rd Jan., at 3 p.m.

For Freight, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 29th December, 1906. [2350]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains—

Epitomes of the Week's News.

Leading Articles—

The Weather.

Depreciation of Votes.

The Kaiser's Optimism.

The Shipping Commission.

Hongkong Sanitary Board.

St. Joseph's College Prize Distribution.

Christmas in Hongkong.

Police Ball.

Another Highway Robbery at Kowloon.

Kuala Lumpur (Amoy) Municipal Council.

Supreme Court.

Macao.

Germany in the Far East.

Hongkong Flour Mills.

Forestry in Corea.

American Fleet's Visit.

Correspondence.

The Ewo Cotton Spinning and Weaving Co., Ltd.

The Newchwang Retrocession.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.

Hongkong, 29th December, 1906.

NEW ADVERTISEMENT

C. DE M. C. VIEIRA-RIBEIRO, AUCTIONEER.

FAVOURER with instructions from owner, who is giving up business, will Sell by PUBLIC AUCTION.

ON MONDAY, 31st DECEMBER, 1906,

AT 2.30 P.M., AT

No. 53, PRAYA EAST, WANCHAI,

Known as

TOGO STORE.

THE CONTENTS THEREIN CONSISTING OF

JAPANESE CURIOS, SATSUMA, CLOISONNE and LACQUERED WARE, SILK EMBROIDERIES, CUT VELVET PICTURES, KYOTO and MATKUZU VASES, FRAMES, WATERCOLOURS, SCREENS, FINE SCREENS, etc.;

ALSO

TEA SETS and DINNER SETS of 42 and 18 Pieces respectively.

TERMS—As usual.

Hongkong, 29th December, 1906. [2359]

WANTED

WANTED.

A LADY ASSISTANT immediately for

CAFE WEISMANN. Please apply

personally to— H. WEISMANN,

Cafe Weismann,

Hongkong, 29th December, 1906. [2351]

WANTED.

FOR a Const. Port, a YOUNG WOMAN

(European or Eurasian) to help with

Sewing and look after one Child. Good

references required.

Address— "M."

Care of "Daily Press" Office,

Hongkong, 21st December, 1906. [2315]

INTIMATIONS

NEW YEAR HOLIDAYS.

IN accordance with Government Notification

No. 1055, the EXCHANGE BANKS

will be CLOSED for the Transaction of Public

Business on MONDAY, the 31st instant, and

TUESDAY, 1st January, 1907.

Hongkong, 29th December, 1906. [2339]

THE GREAT NORTHERN TELEGRAPH CO., LTD., OF COPENHAGEN.

NOTICE.

HAVING been requested by the IM-

PERIAL CHINESE TELEGRAPH ADMINISTRATION to REFUSE AC-

CEPTANCE of Telegrams for WIRBAL-

LEN, from 1st JANUARY next, whenever such

messages appear to be destined for retransmis-

sion to other places in Europe in connection

of the treaties between China and Russia, the

Company HEREBY NOTIFIES senders that its

Public Stations are instructed accordingly.

Should such Telegrams nevertheless be inadvertently

accepted, they are liable to be STOPPED

at any transmitting station in China or Russia.

OLAF NIELSEN, Superintendent.

Hongkong, 29th December, 1906. [2352]

THE ALL NATIONS' HIGH SCHOOL AND GRADED COLLEGE.

THIS COLLEGE is now in a position to

receive Pupils of all ages, either with or

without board and lodging. For a thorough

practical education, no better School can be

found on the China Coast. Fees very

moderate. Inquire at No. 4, Carnarvon Road,

Kowloon, or address Mr. F. L. CURVE, the

Principal, at the College.

Hongkong, 29th December, 1906. [2341]

PRIVATE INFORMATION BUREAU.

ANY person wishing to obtain Private

Information on any subject of legal

concern should apply to the SOUTH CHINA

INFORMATION BUREAU AND INQUIRY

OFFICE, No. 14, Des Vaux Road Central,

2nd floor. The Bureau is managed by one who is

thoroughly acquainted with the customs, habits,

manners and language of the Europeans,

Chinese and nearly every other nationality

found in Hongkong and neighbourhood, assist-

ed by a thoroughly competent staff. Charges

very moderate. Office hours from 2.30 to 7 p.m.

daily.

Hongkong, 29th December, 1906. [2342]

NOTICE.

TENDERS with Sample submitted, are

invited for 50,000 AUSTRALIAN

HARDWOOD SLEEPERS, name GRAY

GUM or IRON BATH size 9' by 8' by 8' feet

delivery c.f.i. to be made at Wanchai Railway

Wharf, later than and not earlier than

the 4th February, 1907, at 2 p.m., at the

Railway Office, Wanchai, Canton. All Tenders

must be accompanied with a Certified Cheque

or Cash for \$200 as security of good faith

which will be returned if Tender is not accepted.

The Company is not bound to accept the

lowest or any Tender.

By Order,

K. G. KWONG, Engineer in Chief.

Yuet-Hau Railway,

Canton, 22nd December, 1906. [2327]

AUCTION

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received

instruction from the Executors of the

Mortgages to sell by Public Auction,

ON MONDAY,

the 7th January, 1907, at 3 p.m., at his

SALES ROOMS, Duddell Street,

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY

Situate at Victoria in the Colony of Hong-

kong, namely—

All that piece or parcel of Ground situate at

Victoria, aforesaid, registered in the Land

Office as Inland Lot No. 798; area 49,040

square feet or thereabouts; Terms 99 years

annual Crown rent \$324.00, together with all

the messuages thereon known as Nos. 200, 210,

212, 214, 216, 218, 220, 222, 224 and 226,

THIRD STREET, Victoria, aforesaid.

For Further Particulars and Conditions of

Sale, apply to

S. W. TSO,

Solicitor for the Mortgagees,

for to

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 24th December, 1906. [2334]

AUCTIONS

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer.

FAVOURER with instructions, will sell by

PUBLIC AUCTION,

TO-DAY (SATURDAY),

the 29th December, 1906, at 2.30 p.m., at his

SALES ROOM, No. 8, Queen's Rd. Central,

DRAPERY GOODS,

And

A Lot of ITALIAN ART TERRACOTA

FIGURES and VASES;

Also

MISCELLANEOUS GOODS, PRE-

SERVED FRENCH PEACHES, DRIED

APPLES, &c.

TERMS—As usual.

Hongkong, 29th December, 1906. [2355]

PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

ON MONDAY,

the 31st December, 1906, at 11 a.m., at their

SALES ROOMS, No. 8, Des Vaux Road,

(Corner of Ice House Street),

AN ASSORTMENT OF ARTICLES

suitable for NEW YEAR'S GIFTS.

Also

20 Cases PERINET and FILS CHAM-

PAINE, 20 Cases O'NEILL'S M. RIE-

BRIZARD and BOGER'S STARS, 100

Cases SCOTCH WHISKY;

And

100 Boxes MESSALINA CIGARETS.

Special Holiday Stock in Dainty Gift Boxes.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 29th December, 1906. [2344]

PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

ON THURSDAY,

the 3rd January, 1907, at 11 a.m., at the

Hongkong and Kowloon Wharf and Godown

Co.'s Godowns, at Kowloon,

FOUR MOTOR BOATS

(More or less damaged).

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 29th December, 1906. [2353]



PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by Public Auction,

ON WEDNESDAY,

the 23rd January, 1907, commencing at 3 p.m.,

on Board the "RAMBLER," the following—

H.M. Surveying Vessel "RAMBLER."

Single Screw, Composite built, Copper

Sheathed,

Displacement ... 835 Tons.

Indicated Horse Power ... 650 N.D.

Extreme Length ... 163 ft. 3 in.

Extreme Breadth ... 2

THE WORLD'S GREATEST TENOR



Gives a hint to tired people—

A letter has reached us from Signor Caruso, from which it is plain that the great tenor feels that fame is not without its anxieties. Of course his chief concern is the care of his marvellous voice, and there is a story told that when the San Francisco earthquake happened, he ran from his hotel in a sleeping suit, and immediately stopped in the street and sang a few notes in order to see whether the shock had damaged his voice. All people with an artistic or sensitive temperament are most susceptible to nervous shock or nerve weariness, and Signor Caruso says in the letter referred to, that he found the most effective remedy for his tired nerves was a dose of Phosferine. The most gifted people usually make the greatest demands on their Nerve Force, and it is evident that Signor Caruso found the restorative properties of Phosferine so beneficial that he feels constrained to confirm the testimony of innumerable correspondents in every rank of life.

Which he has proved reliable.

Signor ENRICO CARUSO writes:—"Ho provato la Phosferine preparata dal Signore Ashton e Parsons, e la ho trovata molto efficace per la stanchezza. Con il miglio il Saluto, ENRICO CARUSO."

(Translation) "I have tried the Phosferine of Messrs. Ashton & Parsons and have found it most efficacious when I am tired. With my best salutations, ENRICO CARUSO." July 3, 1906.

PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Backache Mental Exhaustion Sleeplessness

Premature Decay Nervous Debility Indigestion

and all disorders consequent upon a reduced state of the nervous system



The Remedy of Kings



Phosferine has been supplied by Royal Commands

To the Royal Family, H.M. the Empress of Russia, H.M. the King of Greece, H.M. the Queen of Roumania, H.M. the Dowager Empress of Russia, H.M. the Grand Duchess (Duchess) of Russia, and the Principal Romyks and Aristocracy throughout the world.

Proprietors, Ashton & Parsons, 17, Farringdon Road, London, Eng. Price in Great Britain, bottles, 2/6 and 4/6. Sold by all Chemists, Stores, &c. The 2/6 size contains nearly four times the 4/6 size.

AMERICAN PROFESSOR ON ENGLISH EDUCATION.

Professor Earl Barnes, an American educationist, lectured in Harrow School Hall last month, the proceeds of the sale of tickets being in aid of the funds of the Guild of the Brave Poor Things. The Headmaster of Harrow presided and introduced the lecturer. Professor Barnes said that since 1870 England had created a compulsory form of education (an education of the mind for utilitarian purposes) which was the greatest educational change known in history. But behind and around this system was one a thousand years old, born of the soul of the people. America had but one system, and it was born of ideas. The principal line of cleavage between English and American education was caste, and although the caste system had the value of producing a fine flower at the top, Americans had what they considered the more solid value of a splendid mediocrity. He was impressed with the fine flower of education, but democracy was always afraid of geniuses and looked upon them with suspicion. A second line of cleavage was religion. In America State education had been secularized to a degree, and in the State schools of the Union one would not be permitted to make reference to the Bible, even to a class on comparative literature. Family considerations doubtless had their effect on English methods, and even at Harrow he was told the parents kept a very sharp eye on their children. That, he thought, was splendid in its way, but from a psychological point of view the parent was less intelligent about his own child than about other children; and just as a highly skilled medical man would not think of treating his own wife and child, so should the parent, psychologically speaking, leave the education of his own children to those who were more expert, because less deeply stirred, in their emotions than he. The subject matter of education in the two countries was different. Manors and morals dominated here, but in America mental exercises took first place. English educational work was intellectually slow, while American was quick, sharp, and insistent. At America's best she produced a Roosevelt, at her worst a skilful Sheffielder or a Lord Kitchener, while her worst would probably be a comfortable clubman. Discipline, again, provided a point of difference. In England they cultivated the will, while in America they cultivated the feelings. In conclusion, the lecturer, looking round at the magnificent hall so rich in proud memories, said there was no computing the value of such a room to the people of America if only it were possible to make it organically related to the life of her people, but they, alas, had no such historic associations. The Headmaster, in proposing a vote of thanks to the lecturer, said he could not agree with all his remarks and with all his deductions. As to the interference of parents with teachers he could quite agree. A boy could be managed easily, masters were fairly easy to manage, but parents were frankly impossible. As to the school hall, it was their pride to remember that it was their organically connected with the life of the great American nation. From that room and similar rooms they had sent out the men who founded the nation, and it was probable even that some of the Pilgrim Fathers were educated in that very hall.

RUSSIA AND JAPAN.

THE COMMERCIAL DISPUTE

A St. Petersburg correspondent says: The discussions held here with a view to framing the new Commercial Treaty with Japan brought up the three following essential points. The Japanese demanded, firstly, liberty of circulation on the Amur River, with permission for the Japanese to fish in that river and to establish fisheries along its banks; secondly, the permission for any Japanese subject to hold real property in Siberia; and, thirdly, a customs tariff imposing upon products imported into Siberia from the Liao-tung Peninsula the same duties as those as are levied upon goods imported into Siberia. As the Russian Press says, "The Russian Government has declined these three demands by replying, firstly, that the question of the Amur River concerns solely Russia and China; secondly, that Russian subjects had not received so far any permission to hold real property in Japan; and, thirdly, that there was no means of distinguishing the products of Liao-tung from those of any part of Japan."

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—30th December, Sunday, 1st after Christmas. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Festival; Venite, Hallel. Psalms of the 30th morning. Te Deum, Laves, Credo and Hymns. Benediction, Troubadour, Hymns, 57 (Tun. 45). Holy Communion (12 noon). Kyrie, Adagio in F. Hymns, 174 and 31. Evening (5.45 p.m.) Responses, Festival; Psalms of the 30th evening; Magnificat and Nunc Dimittis, Stanford in B-flat; Anthem, "The radiant morn."—Woodward. Hymns, 60 and 288. Sevenfold Amen.

St. Peter's Church, Queen's Road, West.—Sunday after Xmas day.—Holy Communion 7.30 a.m. Morning Prayer 11 a.m.—Venite, Hallel. Te Deum, Credo, Jubilate, Credo; Hymns, 4, 40, 694 and 29; Kyrie. Evening Prayer 6.30. Magnificat, Smart; Nunc Dimittis, Follen; Hymns, 32, 27, 26 and 16.

The Church Lancers, Paying, will call on ships carrying white crews, to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6), returning afterwards. The "Answering Penitent" is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, etc., provided.

Sunday School 10—10.45 a.m.

St. Andrew's, Kowloon.—(Robinson Road, near British School). Sundays.—Holy Communion 1st Sunday in month at noon, 2nd and 4th Sundays at 8 a.m.; 3rd and 5th Sundays at 7 p.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon at 6 p.m.; Children's Service (and Baptisms, if necessary) on 3rd Sundays, at 3 p.m.; Sunday School at 3 p.m. on remaining Sundays. Wednesdays.—Shortened Evening Prayer with address, at 6 p.m.; Congregational Practice of Hymns, &c. at 6.45. "Hymn Collection" used and provided. All seats are free after the commencement of service. Appropriated sittings are reserved up to that time only. Churching before or after any of the services and Baptisms at special times, by appointment with the chaplain. The Church is open daily except sunset, and can be used for Prayer and Meditation.

CHRISTIAN SCIENCE SERVICES, York Building, Chater Road. Sundays 11.15 a.m. Wednesdays 3.30 p.m.

St. Joseph's Church, Garden Road (Roman Catholic). Vespers, Benediction and Sermon (in English) at 10 a.m.

How to be Beautiful.—Keep your complexion, Mrs. Eilon's Crème Charming, Lip Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A.S. Watson & Co., Ltd., Sole Agents.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report dated Hongkong 28th December, 1906.—The Christmas holidays have materially interfered with a continued dull market, and we have but little to report in the way of actual business; while rates, however, have suffered to some extent in most stocks from a neglected market and the settlements, which latter have been put through to-day without any serious difficulties arising. Exchange on London closes at 2s. 3½, and on Shanghai at 77.

BANKS.—We have no change or business to report.

MARINE INSURANCES.—The market remains unchanged.

FIRE INSURANCES.—With the exception of China Fire, which closes with buyers 893, we have no change or business to report.

STRENGTH.—Hongkong, Canton and Mesaco have improved to 374 with buyers, but we have heard of no sales. Indus have ended weaker during the week with sellers at 391, but no sales have been effected and the market closes weak at 390 with sellers. Star Ferries have been acquired for but no sales have been reported. We have nothing else to report under this heading.

REFINERIES.—China Sugars have declined further to 812½ with sellers, while sales over the settlements are reported at lower rates. Lucas remain unchanged and without business.

MINING.—Rauha have been placed in small lots at 84 and 88½, closing at the latter rate. DOCKS, WHARVES AND GOWNS.—Hongkong and Whampoa Docks have continued weak and with sellers offering for the settlement the rate fell with sellers and no buyers until the market, when they recovered a little and the market now closes fairly steady at 145. Kowloon Wharves have continued in demand at 84, but no sales have been reported and the market does not change. Shanghai Docks have been sold for, chiefly at a Shanghai demand, at from 114 to 118. The closing rate in Hongkong Wharves have ruled firmer, and for sales in Shanghai at 114. 235 close with further buyers at that rate.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands, after fair sales at 105 and 106, close firmer with probable buyers at 107. Hongkong Hotels continue in demand at 111½ without bringing any shares on the market, and it is probable that 114½ would be paid for shares. We have nothing else to report under this heading.

COTTON MILLS.—The latest quotations for the Northern Mills from Shanghai are International Tis. 61, Loon King Mills Tis. 105 (a rise of 10 points) and Sooy Choo Tis. 335 buyers. Hongkong Cotton remains unchanged and without business at 313 sellers.

MISCELLANEOUS.—China, Creditors, and Electric have changed hands at quotations. Dairy Farms have found buyers at 116 and 116½ and Watsons at the improved rate of 112. Green Islands, after further sales at 83½, have been placed at 82½ and 82½, closing with 823½ without business. We have nothing further to report.

For Consumption



ACCEPTABLE TO ALL CASTES.

Angier's Emulsion contains no animal oil, and in its preparation is untouched by hand.

The modern scientific treatment of consumption is directed to improving nutrition and controlling the symptoms. Angier's Emulsion does both. No other remedy has such a soothing, healing effect upon throat and lungs, and no other remedy will so invariably promote appetite, aid digestion and improve nutrition. From the very first indication of consumption, through every stage of the disease, no better remedy can be employed. Angier's Emulsion positively has no equal in the treatment of consumption, bronchitis, coughs and all lung affections. It is pleasant to take and agrees perfectly with delicate stomachs.

THE ANGIER CHEMICAL CO., LTD., 34 Snow Hill, London, Eng.

In three sizes. Of Chemists and Bazaars.

MONTSERRAT

For your health

make a regular drink of Lime Juice. The purest and best is

"Montserrat" Lime Juice

which excels as a refresher, a thirst-quencher, and a healthy, day-long drink. The superiority of "Montserrat" is due to the fact that it is made from cultivated Lime fruit grown especially for the purpose on plantations in the West Indian Island of Montserrat.

Angier's
A.S. WATSON & Co., Ltd.,
Hong Kong.

MORRELL'S INK POWDERS

FOR SCHOOL USE.

In 31 sized Tins, to make 1 GALLON of good Black Ink. THIS has been proved by various Scholastic Authorities to be far superior to anything at present on the market.

MORRELL'S "IDEAL" COLORED CHALKS. For Blackboard use. Durable and antiseptic. The finest made.

TRY THEM!!

SPECIAL TERMS TO SHIPPERS.

H. MORRELL, LTD., BOW BRIDGE, STRATFORD, LONDON, E. WORKS: 2 COOKS ROAD, STRATFORD, LONDON, ENGLAND. [2204-1]

"Textile Manufacturer"

The first, largest, best, and most practical journal for the TEXTILE INDUSTRIES. Profusely illustrated. Original Designs. Samples of Woven Fabrics. Subscription 12s. 6d. annum, post free. Specimen copy on application to 637, King St. Manchester, Eng.

FOR THE FESTIVE SEASON

LADIES' AND GENTS' BOOTS AND SHOES.

PERFUMERY & TOILET REQUISITES
EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.

PRICES MODERATE.

A TACK & CO.,

26, DEE VOS, CHAT CHAT, HONGKONG, 20th December, 1906. [39]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"

A.I. A.B.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 1.

Extreme Length...	722 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	961 "
Width of Entrance on Bottom...	881 "
Water on Blocks at Spring Tide...	341 "

DOCK No. 2.

Extreme Length...	523 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	84 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide...	61 "

DOCK No. 3.

Extreme Length...	571 feet.
Length on Blocks...	561 "
Width of Entrance on Top...	86 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide...	22 "

PATENT SLIP.

Suitable for vessels up to 1,000 TONS.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES) equipped with necessary gear, always ready Short Notice.

Cunliffe, Russell & Co.

10 & 12, Place de la Bourse, PARIS

SECURITIES ISSUED BY PARIS European Gov'ts and Municipalities offering PROSPECTUS OF IMMENSE RETURNS.

To be purchased for cash or on the "Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every Drawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight". Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential.

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LACE CURTAINS, LACES, HOSIERY, MUSLINS, BLOUSES & LINENS.

OUR POPULAR CANADIAN PARCEL 5 Pairs of Lace 23/6 (White or Ecru).

1 pair superb Dining-room Curtains, 4 yds. long, 2 yds. wide, post free ... 8/8

2 pairs handsome Dining-room Curtains, 31 yds. long, 60 ins. wide, post free ... 11/6

2 pairs choice Bed-room Curtains, 3 yds. long, 43 ins. wide, post free ... 6/3

The 5 pairs in one Lot, 23/6. Well packed in oil cloth sent direct to your address post free 51.66

Send for our GREAT CATALOGUE, puts you into immediate touch with the World's greatest Lace centre. Every item means a saving. Our 49 years' reputation is your guarantee.

PRICED LISTS may be obtained at the Office of this Paper.

SAM'L PEACH & SONS, The Looms, Box 694, Nottingham, England. Est. 1857. [1333]

To soothe the Skin

Calvert's Prickly Heat Soap

is specially adapted. Though indispensable in cases of Prickly Heat (whereas its name) and other irritation of the skin, it is also popular for bath and general toilet use all the year round, being antiseptic (10% Carbolic), perfumed and refreshing.

Sold by local Chemists and Storekeepers. Made by F. C. Calvert & Co. Manchester, Eng.

MAKES THE SKIN AS SOFT AS VELVET

BEETHAM'S Jarola

Removes all ROUGHNESS, REDNESS, HEAT, IRRITATION, TAN, and SOFT, SMOOTH, and WHITE ALL THE YEAR ROUND.

Delightfully COOLING & REFRESHING during the summer.

Bottles 1/6, 1/3, and 2/6 each. M. BEETHAM & SON, Cheltenham.

CLARKE'S B. 41 PILLS.

A warranted cure for all ailments of constitutional Discharge from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

KEATING'S LOZENGES

EASILY CURE THE WORST COUGH.

One gives relief. An increasing sale of over 50 years is a certain sign of their value. Sold in bottles everywhere.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. E. RUTTONJEE'S KOWLOON STORE, No. 36, Edgton Road, Mr. AH YAU'S FERRY WAREHOUSE, STALL Hongkong, 22nd December, 1906.

Lea and Perrins' Sauce.

By Royal Warrant to His Majesty the King.

THE ORIGINAL AND GENUINE WORCESTERSHIRE.

OFFICERS IN THE MERCANTILE MARINE.

In Mercantile Marine circles there have been lately loud lamentations over the death of officers. But the "Merchant Service Guild" maintains that no shortage exists.

There is certainly no lack of young men who would willingly enter the service, were they not deterred by the low pay and the generally unsatisfactory conditions of life on board ship. Numbers join as apprentices, but many quit as soon as they can, probably for one or all of the following reasons—

Poor pay.

The grinding system of two watches. Short leave at end of a voyage.

Bad and crowded accommodation on most cargo ships.

Although "poor pay" heads this list of grievances, the remuneration of mercantile officers, in the first-class companies, compares favourably with salaries earned ashore, when we remember that in addition to money received the sailor has board and lodging free, and in the ships of the companies mentioned above, a high standard of living prevails.

The system of two watches is unreasonable, and ought to be abolished. The hardship is accentuated in the case of ships frequently entering port, it is also a bad and perilous system, which risks having an officer in charge of a ship when he is worn out with cargo work and other port duties. As the officer in charge must be certificated, the adoption of a three-watch system would entail the employment of two first or two second officers in all ships.

Longer leave and more comfortable and roomy quarters are legitimate demands, which ought to have the consideration of shipowners.

Many companies are successfully dealing with the shortage of officers question by an all-round increase of pay. They might go further and inaugurate pension schemes, which would be a boon to the men, and would entail but a small extra burden on the owners, while giving them a much greater loyalty on their officers and crew.

The lack of all system in the training of apprentices at sea is a serious cause of complaint. The Board of Trade and most shipowners acknowledge the excellence of the preparatory training given by the *Continental* and *Worcester*. But when once a cadet has entered on his sea apprenticeship he is, generally speaking, thrown on his own resources. He picks up what practical knowledge he can, but no one is a rule to instruct him or to help him.

Liverpool shipowners are formulating a scheme of apprentice training on the lines adopted some years ago by Messrs. Devitt and Moore, ignoring apparently the fact that, in spite of much painstaking care to ensure success, Messrs. Devitt and Moore's scheme has failed to attract a satisfactory number of apprentices.

A better system would appear to be the subsidizing of sailing ship companies, so as to enable them to take a small number of boys in each ship, and to place them under the supervision of a responsible officer whose duty it would be to give the boys practical and continuous instruction in the work and duties of an officer. Such a system is being worked by Messrs. Montgomery and Co., who get a small premium with every apprentice.

Some people advocate the German training ship system, forgetting that that is a State-aided institution and a feeder to the Imperial navy. All boys who pass through a German training ship must serve one year as ordinary seamen in the navy.

The American State-run training ships are admirably equipped, fully rigged, with auxiliary engines, and the education given on board is thoroughly sound and practical. Yet comparatively few of the boys passing through these ships eventually follow the profession of the sea.

The usefulness of a sailing ship training for steamship officers is a much disputed point. It has so far been necessary because till within the last year or two all shipowners insisted on their junior officers holding a senior certificate in sail. To a certain extent it is evident that the years spent in sail training are wasted when the ultimate career is to officer a steamship. The apprentice is a junior, and as such gets no experience in the handling of men or ships.

The technical skill requisite for the management of a steamer can be acquired only in a steamer. It is possible to expect a man trained in a sailing ship to understand the handling of the motor steamships of to-day as it would be to expect a man who had never driven anything but a donkey cart to work a motor-car. Sail training for steamship officers must soon be a thing of the past. That it still endures is a result of the conservative bias of most sailors, who characteristically refuse to recognize the needs of the times.

The whole question is one demanding the most serious attention, in the interests not only of the shipowners, but of the country.—*Times*.

OUR ANNUAL VINTAGE NOTES.

According to old-established custom, Messrs. Cutler Palmer & Co. have favoured *The Daily Press* with a detailed report on the vintage of 1906. We notice that in contradistinction to last year's report, the result may be said to be satisfactory, though in many cases the yield has not been large.

FRANCE.
Bordeaux.—Favoured with very fine weather, the flowering took place under excellent conditions, but frosts during the month of March, and a very hot and dry summer, have very greatly reduced the quantity, and it is not expected that the previous year's vintage of 1,800,000 hogsheads will be exceeded. The new wines are fine, sound and full bodied, with a dark colour.

Burgundy.—From our point of view, 1906, from beginning to end, has been a brilliant summer, particularly favourable to Burgundy wines, but on the other hand the quantity has diminished owing to the very dry weather experienced in different parts of the Côte d'Or. The wines are clear, of perfect taste, well coloured and of a high alcoholic strength.

Champagne.—The favourable conditions of the weather largely benefited the vines, but the lack of rain curtailed the quantity gathered. In our judgment the quality of this year should be extremely fine. The vintage of 1904, as we anticipated, is turning out most satisfactorily.

Sauvignon.—The vintage has proved to be eminently satisfactory, and the quality of the wine will be very fine.

Cognac.—Favoured with excellent weather, the grape-gathering has taken place under the most satisfactory conditions, and the wines are a rule of remarkably high alcoholic strength. We are confident that this year's vintage is one of the best we have had for the last 10 years.

GERMANY.
There is great disappointment about the poor quantity obtained from the Rhinegraben and Moselle districts. Few years have shown such exceedingly limited yields. The quality we think will be fairly satisfactory and will closely resemble the wines of 1904.

PORTUGAL.
The vintage was favoured by exceptionally fine weather and though at present it is early to form a definite opinion upon the quality, there is but little doubt that some very excellent

wine has been made, the quantity being equal to an average year. The 1904 vintage wines now being shipped to England will prove worthy successors to past vintage years.

PLEA FOR THE SAILING SHIP.

The day of the sailing ship is not yet past. As a dividend-producing machine her powers are certainly diminished, but by further combination of owners and better organization they might be again greatly revived. The modern cargo steamer has, for the nonce, driven the sailor into a corner, writes Mr. Andrew Wainwright in the *Sydney*. Naval architects and engineers have during the last quarter of a century directed their whole attention to the production of improved steamers, and shipowners, realising the greater earning capacity, for the time being, have provided the sailor with an inferior machine. But the sailor has not been accorded equal terms in her competition with the steamer. What steamer, subjected to similar disadvantageous conditions, could pay her way so well as the sailing ship does? A sailing ship, loading at a coal-tip (after lying a week in the dock waiting for cargo), has to shift out and give place to the all-important steamer immediately on her arrival from sea. And why, forsooth? Just because the same shippers have 30 days in which to load the sailor, and some 100 hours in which to load an equal quantity into a steamer. Further, the sailor's antiquated form of charter-party stipulates for discharge at a rate of from 30 to 150 tons per day, while that of the steamer calls for discharge just as she can deliver, which may not infrequently be 1,000 per day.

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The question of stiffening and hull is an important one; but in this, we are just where we were 50 years ago. Water-ballast for sailing ships has not yet come into general use, and there appears to be no reason why sailing ships should not be built and fitted to carry water-ballast, with pumps or ejectors fitted for rapidly and cheaply emptying it when required. Make the hulls larger, and fit a winch, driven by oil or steam, at each end. If necessary, give them more rise of floor. Let naval architects and sailors lay their heads together, and so simplify and adapt the rigging and sail plan that it shall be possible to utilise a petrol motor on some other expeditious method of raising power quickly—without having to resort to keeping steam—so as to do the necessary hoisting and setting of sails, and carry out a saving of general labour. In short, devote the attention to the sailing ship that it deserves, and you will soon have something that will successfully compete with the present-day cargo steamer.

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PLEA FOR THE SAILING SHIP.

The day of the sailing ship is not yet past. As a dividend-producing machine her powers are certainly diminished, but by further combination of owners and better organization they might be again greatly revived. The modern cargo steamer has, for the nonce, driven the sailor into a corner, writes Mr. Andrew Wainwright in the *Sydney*. Naval architects and engineers have during the last quarter of a century directed their whole attention to the production of improved steamers, and shipowners, realising the greater earning capacity, for the time being, have provided the sailor with an inferior machine. But the sailor has not been accorded equal terms in her competition with the steamer. What steamer, subjected to similar disadvantageous conditions, could pay her way so well as the sailing ship does? A sailing ship, loading at a coal-tip (after lying a week in the dock waiting for cargo), has to shift out and give place to the all-important steamer immediately on her arrival from sea. And why, forsooth? Just because the same shippers have 30 days in which to load the sailor, and some 100 hours in which to load an equal quantity into a steamer. Further, the sailor's antiquated form of charter-party stipulates for discharge at a rate of from 30 to 150 tons per day, while that of the steamer calls for discharge just as she can deliver, which may not infrequently be 1,000 per day.

It is an axiom that a ship only earns freight at sea, and the time spent in port is only an unremunerable evil. Given for the sailing ship the same despatch as that received by the steamer, and her earning capacity will be greatly increased. As a first step, despatch is a sine qua non, as a first step, there are others. A cargo steamer 20 to 30 years old is generally admitted to be somewhat inefficient, and scarcely likely to produce satisfactory results. Yet, most of the sailing ships now trading are 20 years old, when not more, and even the newest of them are little changed in design as compared with the oldest. Surely, it is not past the time for naval architects to greatly improve the present-day sailing ship? So far, apparently, all their efforts have been directed to building an improved type of racing yacht, and what a difference there is between a present-day race and one of 20 years ago.

The question of stiffening and hull is an important one; but in this, we are just where we were 50 years ago. Water-ballast for sailing ships has not yet come into general use, and there appears to be no reason why sailing ships should not be built and fitted to carry water-ballast, with pumps or ejectors fitted for rapidly and cheaply emptying it when required. Make the hulls larger, and fit a winch, driven by oil or steam, at each end. If necessary, give them more rise of floor. Let naval architects

